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East Germany

COUNTRY

REPORT

TOPIC Jueterbog Airfield

EVALUATION

PLACE OBTAINED

638768

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED: 29 June 1954

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REFERENCES

25X1

PAGES

ENCLOSURES (NO. & TYPE)

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REMARKS

This is UNEVALUATED

1. Between 26 May and 6 June 1954, there was air activity at Jueterbog airfield including individual flights by MiG-15s and U-MiG-15s of 10 to 15 minutes duration. As observed on 26 May, the aircraft were alternately parked in the northern and southern sections of the field. Flights were also made in elements of two, sometimes at high altitudes where vapor trails were seen. Occasionally, firing at towed sleeve targets was practiced in the vicinity of Markendorf. During the morning of 28 May, the aircraft disappeared from view and, after 25 to 30 minutes, returned to the field and landed. During the afternoon, flying was practiced by formations of four or eight aircraft. The aircraft flew in two line abreast formations, side-by-side. Firing at towed sleeve targets was also practiced; apparently one round was fired from each aircraft cannon. Flight training during the morning was usually different from that conducted during the afternoon. There was an interval in the air activity between 12 and 1400. No night flights were observed between 29 May and 6 June. MiG-15s and U-MiG-15s took off in elements of twos and practiced local flying. Light AA guns repeatedly fired at a sleeve target towed by a Tu-2 over the firing range.

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2. The alert aircraft apparently were alternately detached from the two units three days in a row. The aircraft strength occasionally increased from 4 to 5. During the afternoon on 5 June, 4 alert aircraft were towed out of the hangars Nos 9 and 10. These aircraft replaced the alert flight of 4 aircraft which were previously parked at the runway. Subsequently, the latter aircraft were towed to the hangars by means of the previously reported small tractors. If the alert flight consisted of 5 aircraft, the fifth plane was no longer parked separate from the other four.

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3. Four U-MiG-15s were observed at the field. Two of them were parked in hangar No 5 and the other two in hangar No 9. There was no difference

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in the external appearance from the MiG-15, except for a longer cockpit. The U-MiG-15s apparently required a shorter runway strip for the take-off than the MiG-15s.

4. The truck with a box-like superstructure which was parked at the take-off point during air activity was fitted with a signalling device with various colored lamps. During night flying activity, a white light was permanently burning on the truck. If a red light additionally flashed up, the approaching aircraft responded with red flash of light and did not land at the field. If a green light flashed up from the ground, the aircraft also signalled with a green light and came in for landing.¹
5. A radio installation with four masts was observed at the extension of the runway near Blanken Teich (pond). Near this radio installation was a radio truck with an antenna, 3 or 4 meters high, on its roof. At the side of the radio truck was a shed probably for the operating personnel, and another shed, probably for the radio truck. A generator was also observed there. A radio mast, about 6.5 meters high, was observed approximately 200 meters farther to the east-southeast. Near this radio mast was also a shed for the operating personnel, another shed for the motor vehicle, and a generator. Two radar sets were located near guardhouse 1. One of them was believed to be of type Fishnet, while the type of the other set could not be identified.²
6. [redacted] the lodging of a pilot in quartering building No 15. This building also housed a doctor, 4 other pilots and their dependents.³ Since approximately early June, the captain, who had been in charge of hangar No 7 prior to the transfer of the twin-jet aircraft, has again been observed at the field. He had meanwhile been promoted to major.⁴ In addition, 12 to 15 well dressed civilians who were greatly interested in technical affairs have been observed recently at the field. These civilians were quartered in 4 buildings near the main guardhouse and were fed by Unit Gerasimov.⁵
7. On 11 June, there was intensive air activity by 16 MiG-15s and U-MiG-15s which flew individually. [redacted] Two twin-engine aircraft with double rudder assemblies were also stationed at the field. 1

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1. Comment. Jueterbog airfield probably is still occupied by two fighter regiments. A similar signalling installation was reported from Pustnitz airfield. [redacted]
2. Comment. A Kniferest-type set and a Fishnet-type set were previously reported [redacted]

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4. Comment. A reconnaissance regiment equipped with Il-28s had been stationed at Jueterbog airfield prior to late June 1953. As the retransfer to Werneuchen and Briesen of light bomber units began on 22 May 1954, it appears possible that also Jueterbog airfield will again be occupied by Il-28s. If this should become true, it would be necessary that one of the two air units at the field be transferred. It is possible, however, that Jueterbog airfield will be used only as repair base.

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5. Comment. Gerasimov who has the rank of captain or lieutenant colonel belongs to the OATB of the fighter regiment which transferred to Jueterbog from Zerbst at the beginning of August 1953.

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